

**BY ORDER OF THE SECRETARY OF THE  
AIR FORCE**

**AIR FORCE INSTRUCTION 13-202**

**18 MARCH 1994**



**AIR FORCE RESERVE COMMAND  
Supplement 1**

**15 April 1999**

***Space, Missile, Command, and Control***

**OVERDUE AIRCRAFT**

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**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFPD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*, and outlines responsibilities and establishes procedures for alerting agencies concerned with searching for overdue military aircraft.

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**(AFRC)** The OPR for this supplement is HQ AFRC/DOCR (CMSgt Pamela A. Smith). This supplement implements and extends the guidance of Air Force Instruction (AFI) 13-202, 18 March 1994. The AFI is published word-for-word without editorial review. Air Force Reserve supplementary material is indicated by “(AFRC)” in boldface type. This supplement describes Air Force Reserve procedures to be used in conjunction with the basic instruction. Upon receipt on this integrated supplement discard the Air Force basic. This supplement applies to all AFRC units responsible for processing flight plans in accordance with AFI 11-202V3, *General Flight Rules*.

***SUMMARY OF REVISIONS***

This revision changes the format of the previous document and aligns the instruction with AFPD 13-2. Contents have been updated administratively. No major changes from AFR 55-5.

***SUMMARY OF REVISIONS***

**(AFRC)** This revision revises the procedures for OPREP-3 Homeline submission and changes AFRES to AFRC. A (I) indicates revisions from the previous edition.

**1. Responsibilities and Procedures.** In the CONUS and Alaska, the destination (military or civil airfield) has primary responsibility for tracking aircraft arrival. In other areas, air traffic control is the primary agency for tracking aircraft. An aircraft is considered overdue when it has failed to arrive at its destination, compulsory reporting point, or clearance limit within 30 minutes of the estimated time of arrival, and communications with or location of the aircraft cannot be established.

1.1. The agency responsible for tracking an aircraft that is overdue will:

1.1.1. Conduct a Preliminary Communications Search (PRECOM) using DoD and FAA communications to contact major facilities within range of the aircraft.

**1.1.1. (AFRC)** The base command post notifies the AFRC Command Center, defense switching network (DSN) 497-0680, whenever a preliminary communications search is initiated for any AFRC aircraft or any aircraft departing from or arriving at an AFRC base. The AFRC Command Center briefs the appropriate numbered air force.

1.1.2. If the PRECOM is not successful:

1.1.2.1. Declare the aircraft officially overdue.

1.1.2.2. Notify the destination FAA tie-in Flight Service Station if the responsible agency is in CONUS or Alaska, or, in all other areas, the departure base and the Rescue Coordination Center (RCC).

**1.1.2.3. (Added-AFRC)** The commander of the base of departure initiates an OPREP-3 HOMELINE report to the AFRC Command Center for any AFRC aircraft or any aircraft departing from or scheduled to arrive at an AFRC base if the preliminary communications search is unsuccessful. If the aircraft is declared safe, send a final HOMELINE report. If the aircraft is declared missing or is found to be involved in an incident, initiate OPREP-3 reporting according to AFMAN 10-206, *Operational Reporting*, as supplemented.

1.2. The FAA should:

1.2.1. Initiate an Extended Communications Search (EXCOM). The EXCOM will contact all possible sources of information on missing aircraft using all available military, civil and commercial communications facilities to contact all reasonable airfields (within 50 mile of the flight route, that are not served by FAA and DoD communications circuits. The FAA will also notify the responsible Rescue Coordination Center (RCC).

1.3. The RCC will:

1.3.1. When notified that an aircraft is overdue and the PERCOM has not been successful:

1.3.1.1. In the CONUS and Alaska, verify that the FAA has initiated an EXCOM.

1.3.1.2. In all other areas, initiate the EXCOM.

1.3.1.3. If the EXCOM is unsuccessful, classify the aircraft as missing and notify the commander of the base of departure. If the aircraft did not depart from an Air Force base, request the base commander nearest the point of departure assume the duties usually performed by the Commander of the base of departure.

1.3.1.4. Take search and rescue action.

1.3.1.5. Make verbal or radio search progress reports (as often as practicable) to the com-

mander of the base of departure. Include the commander of the base of departure as an addressee on all search mission reports (including progress, closing, or suspending reports) sent to higher headquarters.

1.4. The commander of the base of departure, when notified that an aircraft is classified as missing, will:

1.4.1. Immediately notify the Chief of Staff, Headquarters US Air Force, through the Air Force Operations Support Center and the Director of Flight Safety, Kirtland AFB, New Mexico. Include the names, grades, and service numbers of crew and passengers; type of aircraft; aircraft number; home base of aircraft; home base of pilot; place of departure; time of departure; intended destination; route; mission; estimated time enroute; position when last reported; weather enroute; and any other pertinent information.

1.4.2. Notify, by the most expeditious means of communications, the commander of each person in the aircraft and home base of the aircraft. Keep these commanders apprised to the search progress.

1.5. Commanders of personnel on overdue aircraft will comply with AFJMAN 11-213, *Military Flight Data Telecommunications System* (formerly AFR 55-56); AFI 91-204, *Investigating and Reporting Mishaps* (formerly AFR 127-4); and AFI 91-206, *Participation in a Military or Civil Aircraft Accident Safety Investigation* (formerly AFR 127-11).

1.6. Major commands overseas will publish command supplements that outline overdue aircraft procedures. Command supplements should follow the format of this instruction.

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